

NOV 18 1965

TOP SECRET

RECEIVED

25X1A

[REDACTED]

PRIORITY

FOR: 6640Z 17 NOV 65

IN: 78171

25X1A

[REDACTED]

1. PARA 3 REF B WAS INTENDED TO BE ONLY A VERY CONCISE STATEMENT OF PROBABLE CAUSE TO SERVE AS A GENERALIZED REFERENCE FOR PRIMARY RECOMMENDATIONS. NO ONE HERE DISAGREES WITH PROPOSITION THAT THE AUTO-PILOT CAN BE OVERPOWERED WITH RELATIVE EASE, OR DISENGAGED IN A FEW SECONDS. HOWEVER, THE CAPABILITY OF THE PILOT TO EFFECT TIMELY CORRECTIVE ACTION IS A DIRECT FUNCTION OF THE PILOTS ATTENTIVENESS AT THE INSTANT THE UPSET FROM PLANNED FLIGHT CONDITION OCCURS. IN [REDACTED] ACCIDENT THERE IS CONSIDERABLE EVIDENCE TO SUPPORT THE PROPOSITION THAT HE WAS INVOLVED IN "COCKPIT BOOK KEEPING" AT THE TIME OF INITIAL INDICATION OF TROUBLE.

25X1A

2. WITH HQS CONCURRENCE I PLAN TO STOP BY [REDACTED] ON 22 NOV TO DISCUSS RECOMMENDATIONS IN DETAIL WITH [REDACTED] AND WOULD APPRECIATE THE OPPORTUNITY TO DISCUSS BOARD FINDINGS WITH

25X1A

25X1A

25X1A

[REDACTED] AT THAT TIME. TOP SECRET [REDACTED] END OF MSG

NO INFORMATION OF THIS NATURE IS TO BE RELEASED TO THE PUBLIC OR TO ANY OTHER AGENCY